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## 1 INTRODUCTION

### 1.1 Project Background

1.1.1 Road D3A and Road D4A are dual 2-lane district distributor roads within the Runway Precinct of the Kai Tak Development (KTD) as shown in **Figure 1.1**. Road D3A is running along the centre of the Runway Precinct and is replacing the original southern section of Road D3 that runs along the waterfront of the Runway Precinct. Road D4A is an extension of Road D4 connecting Road D4 with the proposed Road D3A.

1.1.2 Both Road D3A and Road D4A will play an important role in linking up all the development areas in Runway Precinct of KTD with the hinterland.

### 1.2 Objectives of the Environmental Impact Assessment

1.2.1 According to the Environmental Impact Assessment (EIA) Study Brief (No. ESB-222/2011), the scope of this EIA Study shall cover all the developments proposed within the boundary of the Project. The EIA Study shall address the key issues described below, together with any other key issues identified during the course of the EIA Study and the cumulative environmental impacts of the Project, through interaction or in combination with other existing, committed, planned and known potential developments in the vicinity of the Project:

- (i) The overall acceptability of any adverse environmental consequences that are likely to arise as a result of the proposed Project;
- (ii) The conditions and requirements for the detailed design, construction and operation of the Project to mitigate against adverse environmental consequences wherever practicable; and
- (iii) The acceptability of residual impacts after the staged as well as the full implementation of the Project, the associated works and the related proposed mitigation measures.

1.2.2 The objectives to the EIA study are as follow:

- to describe the Project and associated works together with the requirements for carrying out the Project;
- to identify and describe elements of community and environment likely to be affected by the Project and/or likely to cause adverse impacts to the Project, including natural and man-made environment and the associated environmental constraints;
- to provide information on the consideration of alternatives to avoid and minimize potential environmental impacts to sensitive uses;
- to identify and quantify emission sources and determine the significance of impacts on sensitive receivers and potential affected uses;
- to identify and systematically evaluate any potential landscape and visual impacts and to propose measures to mitigate these impacts;
- to propose the provision of mitigation measures so as to minimize pollution, environmental disturbance and nuisance during construction and operation of the Project;
- to investigate the feasibility, practicability, effectiveness and implications of the proposed mitigation measures;
- to identify, predict and evaluate the residual environmental impacts (i.e. after practicable mitigation) and the cumulative effects expected to arise during the construction and operation phases of the Project in relation to the sensitive receivers and potential affected uses;

- to investigate the extent of the secondary environmental impacts that may arise from the proposed mitigation measures and to identify constraints associated with the mitigation measures recommended in the EIA study, as well as the provision of any necessary modification; and
- to determine the need and specify environmental monitoring and audit requirements to ensure the effective implementation of the recommended environmental protection and pollution control measures.

### **1.3 Designated Project under Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO)**

- 1.3.1 Since Road D3A and Road D4A fall within item A under Schedule 2 of the EIAO, it is considered a Schedule 2 designated project (DP).

## 2 PROJECT DESCRIPTION

### 2.1 Description of Site Location of the Project, Environment and Study Area

#### Description of Site Location

- 2.1.1 The location of the proposed Roads D3A & D4A was previously used as the runway of the former Kai Tak Airport until the relocation of airport to Chek Lap Kok in 1998. After that, some of the lands at the former runway were granted for stockpiling areas and barging points of civil works.
- 2.1.2 At present, a local access road comprising a single 2-lane carriageway with utilities is being constructed under Advance Works Stage 1 (Contract No. KL/2008/07) of Agreement No. CE35/2006(CE) to enable the commissioning of the Cruise Terminal in mid 2013. In the original plan, this local access road will be upgraded to dual-2 carriageway under Advance Works Stage 2 as Road D3 along the former runway, and a landscaped deck will also be provided above the carriageway. A Kai Tak Development Environmental Impact Assessment Report was subsequently approved in 2009.
- 2.1.3 In the consultation with the Harbour-front Enhancement Committee (HEC) in 2009, concerns were raised with regards to appearance at the proposed landscaped deck above Road D3 to be constructed under the Advance Works Stage 2 of Agreement No. CE35/2006 (CE). Besides, in the process of seeking funding approval for Advance Works Stage 1 in mid 2009, there was strong request from the Legislative Council (LegCo) members on the consideration of relocating the carriageway network away from the promenade to enhance the space for public enjoyment along the waterfront.
- 2.1.4 With comments from the HEC and LegCo members, the original scheme of Road D3 was revisited and a new conceptual option was identified and evaluated for refinement of designs of Road D3 and the landscaped deck above. Under the new conceptual option, the southern section of the original Road D3 is now replaced by Road D3A. In view of the new alignment of Road D3A, Road D4A is also added as an extension to Road D4 connecting Road D4 with Road D3A.

#### Description of the Environment

- 2.1.5 The Project is located in the runway areas of the former Kai Tak Airport. The existing land uses in the adjoining areas of the Project are commercial, industrial and recreational uses. Prince Edward Road East, Kwun Tong Bypass and other distributor networks are dominant noise sources that are located outside 300m from the project boundary. There is no air quality monitoring station located in the proximity of the Project area and EPD's Kwun Tong air quality monitoring station is the nearest monitoring station. The five years (year 2007 to 2011) mean annual average concentrations of the NO<sub>2</sub> and RSP pollutants measured at this station were 48.8 and 60.4 µg/m<sup>3</sup>, respectively. Regarding the water quality, the water quality study area covers the Victoria Harbour (Phase 1 and 2) Water Control Zone (WCZ). The EPD water quality monitoring station VM2 in the Victoria Harbour is the nearest monitoring station to the Project area. According to the "2011 Marine Water Quality in Hong Kong", which is the latest available information from EPD at the moment of preparing this Report, the baseline water quality monitoring shows that non-compliance with Water Quality Objective (WQO) for depth-averaged Dissolved Oxygen (DO) and total inorganic nitrogen was identified at VM2 in 2011. However, compliance with WQO for other parameters including bottom DO, pH and unionised ammonia was achieved.

#### Study Area

- 2.1.6 The following definitions of study area for assessing different potential environmental impacts have been adopted with reference to the EIA Study Brief No. ESB-222/2011 for the Project:

- Noise Impact: the assessment area included the area within 300m from the boundary of the Project;
- Air Quality Impact: the assessment area included the area within 500m from the boundary of the Project;
- Water Quality Impact: the assessment area included all areas within 300m from the boundary of the Project plus the Victoria Harbour WCZ, the Eastern Buffer WCZ and the Western Buffer WCZ as declared under the Water Pollution Control Ordinance or the area likely to be impacted by the Project;
- Waste Management: the assessment focused on areas within the boundary of the Project; and
- Landscape and Visual Impact: the area for landscape impact assessment included all areas within 100 m from the boundary of the Project, while the assessment area for the visual impact assessment is defined by the visual envelope from the Project and associated works.

## 2.2 Size, Scale, Shape and Design of the Project

- 2.2.1 Both Road D3A and Road D4A are dual 2-lane district distributor roads running along the Runway Precinct of KTD, as shown in **Figure 1.1**. The length of Road D3A and Road D4A is about 1.4km and 0.1 km respectively. They will serve the Cruise Terminal, the Tourism Node and the development sites in the Runway Precinct.
- 2.2.2 The Runway Precinct is planned with a hotel belt facing harbours and waterfront residential development facing KTAC. A harbourfront shopping street and open space link is planned to sustain interest of exploration from Metro Park to the Tourism Node. Waterfront promenade is planned at the two edge of the Runway Precinct.

## 2.3 Nature, Scope and Benefits of the Project

### Nature of the Project

- 2.3.1 The Project is to redevelop the former Kai Tak Airport Runway Area.

### Project Scope

- 2.3.2 The scope of the Project comprises:
- a) Construction of approximately 1.5km long dual 2-lane carriageway along the former runway;
  - b) Construction of footpaths;
  - c) Construction of approximately 1.4km long landscaped deck above the dual 2-lane carriageway along the former runway as shown in **Figure 1.2**; and
  - d) Ancillary works including drains, sewers, fresh and salt water supply mains, utilities, landscape softworks and hardworks;

### Project Benefits

- 2.3.3 With the vision to create a distinguished, vibrant, attractive and people-oriented Kai Tak by Victoria Harbour, the Runway Precinct of KTD has adopted the principle to achieve economic, social and environmental sustainability in its preparation.
- 2.3.4 The Project is expected to improve the landscape and urban design quality of the area, provide numerous community facilities to meet the needs of a diversity of user groups, preserve and promote the cultural heritage and identity of the place, promote a vibrant and accessible harbour front, and promote cultural development in Hong Kong.

2.3.5 The Project will provide accessible waterfront promenade to the visitors with space for public enjoyment, while fulfilling its essential function as providing access to the developments. In addition, the landscaped deck above the roads will serve multi-purposes, as a pedestrian connection across Road D3A, as an open space for various landscaping and public enjoyment, and as a shield to the noise generated from the developments of the Runway Precinct.

## **2.4 The Need of the Project and Scenario without the Project**

2.4.1 The Project is the essential infrastructure to provide access to all development areas in the Runway Precinct from other area of Kai Tak Development. The developments include Cruise Terminal, Tourism Node, Metro Park, Runway Park, waterfront promenades, residential and commercial lots. The absence of the Project will inevitably undermine all the developments of the Runway Precinct.

## **2.5 Construction Methods and Engineering Requirements**

2.5.1 The construction of the Project mainly involves earthworks excavation, laying / diversion of drainage and utilities, backfilling, road pavement and landscape works. Environmental protection mitigation measures, where appropriate, will be provided and installed. No dredging or reclamation is required.

## **2.6 Concurrent Projects**

2.6.1 Concurrent projects with likely interaction with this Project are identified as below. The status of these concurrent projects is based on the available information at the time of the submission of this Report. It should be noted that the implementation of individual projects would be subject to the on-going review by relevant project proponents.

2.6.2 There are a number of concurrent projects as listed below which will be implemented within or in the vicinity of the proposed Roads D3A & D4A.

- Cruise Terminal Phase II Berth
- Runway Park Phase 1
- Trunk Road T2
- District Cooling System

### **3 CONSIDERATION OF ALTERNATIVES AND DEVELOPMENT OF PREFERRED OPTION**

- 3.1.1 In the Original Scheme as shown in **Figure 1.3**, Road D3 provided access to domestic lots at the northeast side of the former runway. It also enhanced the accessibility to the commercial lots at the southwest side of the runway via Roads L12 and L13. An elevated deck was proposed in the original design over Road D3 for pedestrian enjoyment and pedestrian linkage between the Metro Park, Runway Precinct and the Tourism Node at the Runway. It could maximize the greening opportunity by decking over the proposed dual two lanes carriageway (Road D3) and provides landscape amenity for the local residents at Runway Precinct and Kowloon Bay upon completion of the works.
- 3.1.2 The Environmental Impact Assessment Report approved in 2009 comprises of the Original Scheme of Road D3 shown in **Figure 1.3**. Although the locations of the roads were reviewed and refined to be different from the approved EIA study, the environment including traffic volume and locations of sensitive receivers are similar. Therefore, the environmental impacts including air quality, noise, water pollution, landscape and visual as well as waste management implications are considered to be similar to those of the previously approved EIA study.
- 3.1.3 The proposed landscaped deck in the original scheme was over 1km long and was about 21m wide providing flexible spaces for amenity and seating. Despite such provision and the provision of pedestrian promenade next to the Victoria Harbour side (South-west side), the layout receives criticism from members of LegCo concerning the necessity of provision of pedestrian promenade at ground level at both sides of the Former Runway.
- 3.1.4 Different schemes were scrutinized in determining the best response to the request on enhancing space for public enjoyment along the waterfront. In view of the space provision and ease of access to waterfront promenade, schemes other than placing Road D3 at Central Boulevard poses major restrictions and are therefore not pursued.
- 3.1.5 The final scheme, as shown in **Figures 1.1** and **1.2**, will provide spacious waterfront promenades at both waterfronts facing Victoria Harbour and Kwun Tong District. This scheme will enhance the access of people to get closer to the seafront promenades with the elevated deck at around +13mPD at Central Boulevard with the addition of providing safe accesses to the seafront promenades. As the result, placing Road D3 at Central Boulevard was adopted for further planning and design. This scheme would address the request from public and in tone with the LegCo members' aspiration on promenade setting.

### **4 WORKS PROGRAMME**

- 4.1.1 The Project construction works are anticipated to commence in 2014 for completion in 2016.

## **5 KEY FINDINGS OF THE ENVIRONMENTAL IMPACT ASSESSMENT**

### **5.1 Overall Approach to the Assessment**

5.1.1 The assessments have been carried out with strict adherence to the criteria, guidelines, legislations and methodologies listed in the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM) and EIA Study Brief No. ESB-222/2011. The general principles adopted in this EIA include description of the environment, impact prediction, impact evaluation and impact mitigation. Realistic worst-case assumptions have been made for the assessments and as the computer modelling tools used have also been endorsed by EPD, the results and conclusions drawn from these assessments can be used with confidence for determining the extent of environmental impact of the Project. The key findings of the EIA study are summarized below.

### **5.2 Noise Impact**

#### Construction Phase

5.2.1 The study area for the potential noise impacts from the construction and operation of the Project is 300m from the proposed Roads D3A & D4A. After carrying out detailed desktop review and with reference to the development schedule in the approved KTD Schedule 3 EIA Report, the first population intake of noise sensitive land uses within study area would be at Year 2021 which is after the completion of construction of the proposed Roads D3A & D4A (Year 2016). Therefore, no noise sensitive receiver (NSR) was identified within the study area during construction phase and hence no assessment was carried out for the potential construction noise impact from the Project. Since the project will not include any fixed noise sources, such as ventilation systems of enclosed road section, assessment for fixed noise source is therefore not necessary.

#### Operation Phase

5.2.2 The potential road traffic noise impacts have been assessed based on the worst case traffic flows in 2031. Without any noise mitigation measures in place, the predicted noise levels at the planned NSRs would range from 68 to 79 dB(A). Practicable traffic noise mitigation measures are therefore formulated for the planned residential NSRs with predicted noise levels exceeding the traffic noise criteria. With the proposed noise mitigation measures, the predicted overall noise levels at these NSRs would comply with the noise criterion.

5.2.3 For those planned sites of commercial with noise sensitive uses, their layout should be designed to avoid the noise sensitive uses facing the major traffic noise sources or providing the noise sensitive uses with window insulation and air conditioning and these requirements should be spelt out in the land lease conditions.

### **5.3 Air Quality Impact**

#### Construction Phase

5.3.1 Air quality impacts from the construction works for the Project would mainly be related to construction dust from excavation, material handling and wind erosion. With the implementation of mitigation measures specified in the Air Pollution Control (Construction Dust) Regulation, dust impact on air sensitive receivers would be minimal.

#### Operation Phase

5.3.2 The cumulative air pollutant concentrations associated with the vehicle emissions from open road network of existing and proposed roads, portal and ventilation building emissions and emissions from other sources within 500m from the project site boundary have been assessed. The cumulative air quality impact assessment result shows that all the air sensitive receivers in the vicinity of the Project site would comply with the Air Quality

Objectives.

## 5.4 Water Quality Impact

### Construction Phase

- 5.4.1 Water quality impacts from land-based construction are associated with the general construction activities, construction site run-off, accidental spillage, and sewage effluent from construction workforce. Impacts can be controlled to comply with the WPCO standards by implementing the recommended mitigation measures including those stipulated in EPD's Practice Note for Professional Persons, Construction Site Drainage (ProPECC PN1/94). No unacceptable residual impacts on water quality are anticipated.

### Operation Phase

- 5.4.2 The only source of potential impact on water quality during the operation phase will be runoff from the road surfaces. It is anticipated that the water quality impacts associated with the operation phase would be minimal and acceptable, provided that the road works are designed with adequate drainage systems and provide with regularly cleaned and maintained silt traps to remove silt and grit before the entry of storm water into drainage system.

## 5.5 Waste Management Implications

- 5.5.1 Waste types generated by the construction activities of the road works are likely to include construction and demolition material from earth works, chemical waste generated from the maintenance of construction plants and equipments and general refuse from the workforce. Provided that these wastes are handled, transported and disposed of using approved methods and that the recommended good site practices are strictly followed, adverse environmental impacts are not expected during the construction phase.
- 5.5.2 The amount of waste that would be generated in the operation phase of the Project, which may include silt or grit from road gullies and litter collected from road surface, is predicted to be minimal, and therefore adverse environmental impacts in the operation phase is expected to be negligible.

## 5.6 Landscape and Visual Impact

### Sources of Landscape and Visual Impacts

- 5.6.1 The sources of impacts on existing landscape and visually sensitive receivers are the two proposed district distributor roads D3A & D4A construction works, construction of the associated landscaped deck at the Central Boulevard, the above ground openings and structures associated with the underground Seawater Pump House and Southern Chiller Plant, impacts of the concurrent projects within the proposed works areas including the Taxiway Bridge connecting to Road D4A, the shortened Road L13, the construction of a large roundabout between the Metro Park and the Runway Precinct and the improved access to the private lots in the Runway Precinct provided via mini roundabouts.

### Landscape and Visual Impacts during the Construction Phase

- 5.6.2 All residual landscape impacts on Landscape Resources and Landscape Character Areas are **insubstantial** during the Construction Phase except existing trees along the runway (LR21) for **slight residual landscape impact after mitigation**.
- 5.6.3 During the Construction Phase most of the VSRs will have **insubstantial residual visual impact**, the only exceptions being VSRs of Victoria Harbour (D9), Laguna Verde, Whampoa Garden and Harbourfront Landmark (R14), Grand Waterfront (R16), Wylar Garden (R17), low rise residential development adjacent to Grand Waterfront (R18), Newport Centre (C4), Mixed GIC Use (GIC9), existing vacant site (GIC12) and Holy Carpenter Primary School,

Oblate Father's Primary School (GIC14), the planned GIC Uses (Hospital and Fire Station Facilities) (GIC24A), the business and industrial developments in Kowloon Bay (OU2), business and industrial developments in Hunghom (OU4), the planned Runway Park (O21), travellers of Harbour Traffic (T4) and motorists / pedestrians on planned Taxiway Bridges (T16) who will experience **slight residual visual impacts after mitigation**.

#### Landscape and Visual Impacts during the Operation Phase

- 5.6.4 All residual landscape impacts on Landscape Resources and Landscape Character Areas are **insubstantial** during the Operation Phase.
- 5.6.5 During the Operation Phase on Day 1 most of the VSRs will have **insubstantial residual visual impact**, the only exceptions being VSRs at the planned GIC Uses – Hospital Station Facilities (GIC24B), the planned Tourism Node (OU11), the planned Cruise Terminal (OU12), the planned Metro Park (O19), the planned Waterfront promenade (O20) which will experience **slight residual visual impacts** during the Operation Phase Day 1, reducing to **insubstantial** at Year 10. The only exceptions will be the Tourists/ Motorists/ Pedestrians on Road D3/D4 (T20) which will suffer **moderate residual visual impacts** during the Operation Phase (Day 1 and Year 10). VSRs in the Runway Precinct of the planned residential development (R26) and the planned commercial development (C5) which will experience **moderate residual visual impact** during the Operation Phase on Day 1 reducing to **slight significance** at Year 10.
- 5.6.6 Overall, it is considered that, in the terms of Annex 10 of the EIAO TM, the landscape and visual impacts are **acceptable with mitigation measures**.

### **5.7 Main Mitigation Measures to be Implemented**

- 5.7.1 The various chapters and appendices of the EIA report have presented the measures to minimize pollution in the planning, design, construction and operation stages. The key measures to minimize pollution are summarized below for easy reference and they are not exhaustive. For details, please refer to the relevant chapters and appendices as appropriate.
- 5.7.2 Mitigation measure requirements specified for various environmental aspects are summarized below.

#### Measures for Noise

- Provision of a landscaped deck along Roads D3A & D4A
- Provision of about 1090 m length of vertical noise barrier (connected to the deck) at Roads D3A & D4A
- Provision of about 60 m length of overhang vertical noise barrier (connected to the deck) at Road D4A
- Provision of staircases with noise barriers next to Sites 4A1 and 4B1
- Non-noise sensitive use areas within Sites 4A1 and 4B1
- Avoid sensitive façade with openable window facing Road D3A for the planned NSR at Commercial sites.

#### Measures for Air Quality

- Implementation of dust suppression measures stipulated in Air Pollution Control (Construction Dust) Regulation. Besides, good site practices and a comprehensive dust monitoring and audit programme are recommended to minimize dust impacts.

#### Measures for Water Quality

- Implementation of the recommended mitigation measures and site practices outlined in ProPECC PN1/94 (Practice Note for Professional Persons on Construction Site Drainage) to minimize construction phase impacts.
- A surface water drainage system will be provided to collect road runoff. The following measures are recommended to ensure road runoff will comply with the standards stipulated in the TM for discharges into storm water drains:
  - The road drainage would be directed through silt traps in the gully inlets to remove silt and grit before entering the public storm water drainage system; and
  - The silt traps would be regularly cleaned and maintained in good working condition.

#### Measures for Waste Management

- To avoid offsite disposal of C&D materials and to implement the recommended mitigation measures and site practices outlined in ETWB TCW No. 19/2005 & DEVB TCW No. 6/2010 on construction waste management.

#### Measures for Landscape and Visual Impact

- The construction area and contractor's temporary works areas should be minimised to avoid impacts on adjacent landscape.
- Control of night-time lighting and glare by hooding all lights.
- Erection of decorative mesh screens or construction hoardings around works areas in visually unobtrusive colours.
- Reduction of construction period to practical minimum.
- Limitation of / Ensuring no run-off into surrounding landscape and adjacent seawater areas.
- Temporary or advance landscape should be provided along the temporary access roads to the Cruise Terminal until such time as road D3 is open.
- All above ground structures shall be sensitively designed with regard to the form, material and finishes and shall respond to the existing and planned urban context.
- Streetscape elements shall be sensitively designed in a manner that responds to the existing and planned urban context.
- Attractive soft landscape in areas adjoining any visible structures such as tall buffer screen tree/shrub/ climber planting, vertical greening and roof greening where appropriate should be incorporated so as to provide a visual softening and greening effect and soften hard engineering structures and facilities.
- Structure, ornamental tree/shrub/climber planting should be provided along roadside amenity strips to enhance the townscape quality, where space is available.
- Appropriate design of street lighting to avoid glare and light pollution to surrounding areas.
- Avoidance of excessive height and bulk of the associated landscaped deck to the central boulevard
- Elegant engineering design, sensitive architectural and chromatic treatment and generous planting of the associated landscaped deck to the central boulevard. The form, color and surface detailing of these structures should be carefully considered to reduce their apparent height and bulk (visual weight).
- Sensitive design of noise barriers & enclosures with greening (screen planting/climbers/green roofs) and chromatic measures.
- Compensatory Planting for the felled trees

## **5.8 Environmental Monitoring and Audit**

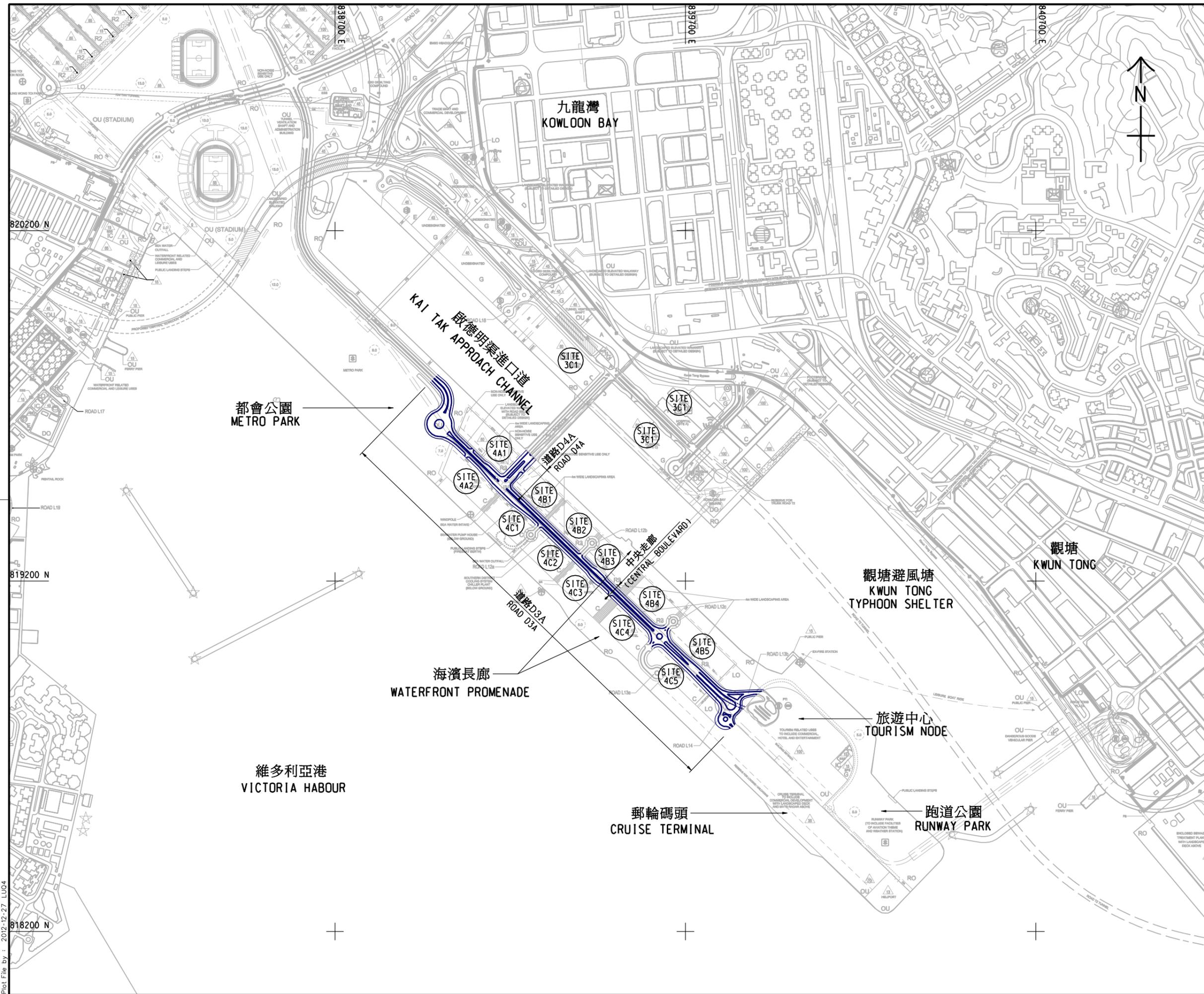
- 5.8.1 Environmental monitoring and audit (EM&A) requirements for the Project have been specified in an EM&A Manual. The EM&A Manual contains details of the proposed EM&A requirements, implementation schedule of the environmental protection / mitigation measures, EM&A reporting procedures and complaint handling procedures.

## **6 CONCLUSION**

- 6.1.1 The EIA has determined the likely nature and extent of environmental impacts predicted to arise from the Project. Given that realistic worst-case assumptions have been made, and that the assessments were carried out with adherence to the criteria, guidelines and legislations listed in the EIAO-TM, the results and conclusions drawn from these assessments can be used with confidence to provide a conservative prediction/assessment. Where necessary and practicable, the EIA has specified mitigation and control measures to reduce the environmental impacts to acceptable levels.
- 6.1.2 With the recommended mitigation measures applied, the Project would be environmentally acceptable and no adverse residual impacts are anticipated. The schedule of implementation of the recommended mitigation measures has been provided in the EIA report. Monitoring requirements have also been specified in a separate EM&A Manual to ensure proper implementation of the recommended mitigation measures.

***Figures***

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REV. NO.	DESCRIPTION	DATE


**土木工程拓展署**  
 Civil Engineering and Development Department

**啟德發展計劃**  
**KAI TAK DEVELOPMENT**

啟德發展計劃 - 前跑道及北停機坪余下部分的基礎設施與毗連水道改善-設計及建造  
 KAI TAK DEVELOPMENT - INFRASTRUCTURE AT FORMER RUNWAY AND REMAINING AREAS OF NORTH APRON AND IMPROVEMENT OF ADJACENT WATERWAYS - DESIGN AND CONSTRUCTION  
**道路D3A和D4A位置圖**  
**LOCATIONS OF ROADS D3A AND D4A**

**AECOM**

**DRG.NO.** 附圖1.1 **FIGURE 1.1**  
**圖紙編號**

DESIGNED BY 設計人	ELCW	CONTRACT NO. 合約編號	P. OR APPROVED 校對人
DRAWN BY 繪圖人	LJUL	STATUS 階段	
SCALE 比例	A1 1:5000 A3 1:10000		
DIMENSIONS ARE IN 尺寸單位	米 METRES		

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